



45-36AN/AM/VM

DATA FOR 2011 (standard replenishment)

45-36AN / 45-36ANU

45-36AM / 45-36MAN

45-36AVM / 45-36VM

★★★

Aircraft anti-ship torpedoes of low-altitude (AN/AM) and high-altitude (VM) torpedo throwing. Adopted into service - AN - in 1939, ANU/AM/VM - after 1945. The ANU torpedo was developed in 1948, serial production - since 1949. The AN torpedo differs from the prototype (45-35N) by replacing two running modes with one and ensuring the indestructibility of the torpedo upon impact with the water. The 45-36AM and 45-36MAN torpedoes were accepted into service in 1950 and 1952 and were equipped with the SP-1 dive stabilizer and "ring". They were used as part of the armament of the Il-28T and Tu-14T torpedo bombers.



Preparing a 45-36VM (or MAN) high-altitude torpedo for suspension under Tu-14T, aircraft No. 24, Black Sea Fleet Air Force (Tu-14 - an aircraft with a complicated fate. // Aviation and Time. No. 6 / 2008).

Author: [DIMMI](#)

Created: 17,01,2009 23:59:37

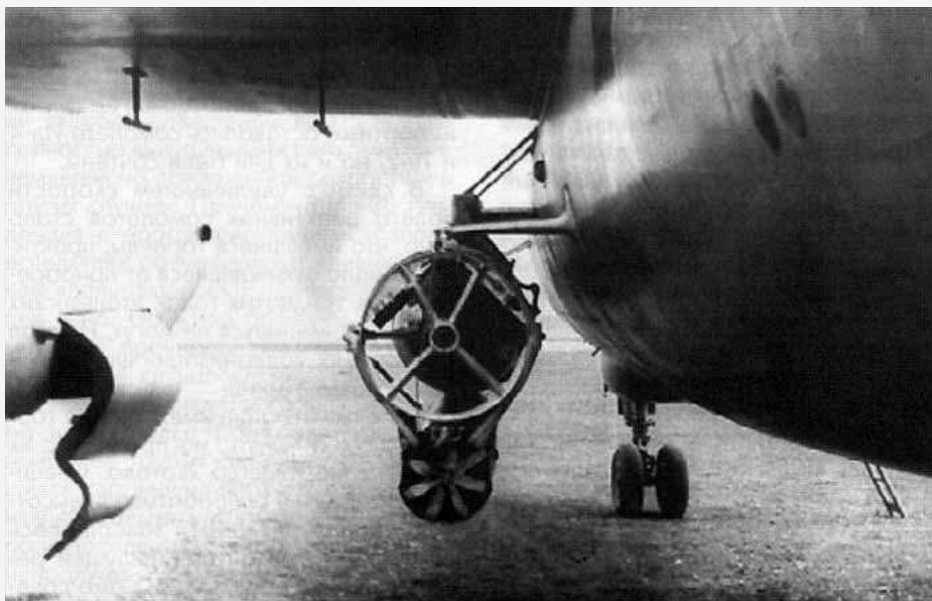
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45-54W

DATA AS OF 2011 (standard replenishment) 45-54VT Airborne anti-ship torpedo of high-altitude torpedo-throwing. The torpedo was developed by SKB-182 as a modernization of the 45-36AM torpedo for jet aircraft with the equipment of a new two-parachute system VT-2 of stabilization and braking and aircraft maneuvering device APM. Chief designer - Grigoriev E.I., design of the high-altitude torpedo-throwing system - Alferov P.I., Presnyakov A.V. Adopted into service in 1954.

★★★



High-altitude torpedo-throwing torpedo 45-54VT on the Il-28T suspension (Artemyev A. Wings over the sea. // Aviation and Cosmonautics.

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Electronic warfare complex K

PPP Wrote:...After all, Donald Co... has enough RTR systems - he was guaranteed to "write"...

[Big Prison](#) 2017-11-01 18:47

Electronic warfare complex K

Altimeter Wrote:...If the reason for absence of the first is known, then Voodoo was not bad...

[Bolshoy Prison](#) 2017-11-01 18:28

Electronic warfare complex K

PPP Wrote:Max Wrote:data on no... use of Khibiny ...There are genera... rules of counteraction...

[Altimeter](#) 2017-11-01 17:46

Electronic warfare complex K

No. 10 / 2006).

Author: [DIMMI](#)

Created: 18.01.2009 00:04:21

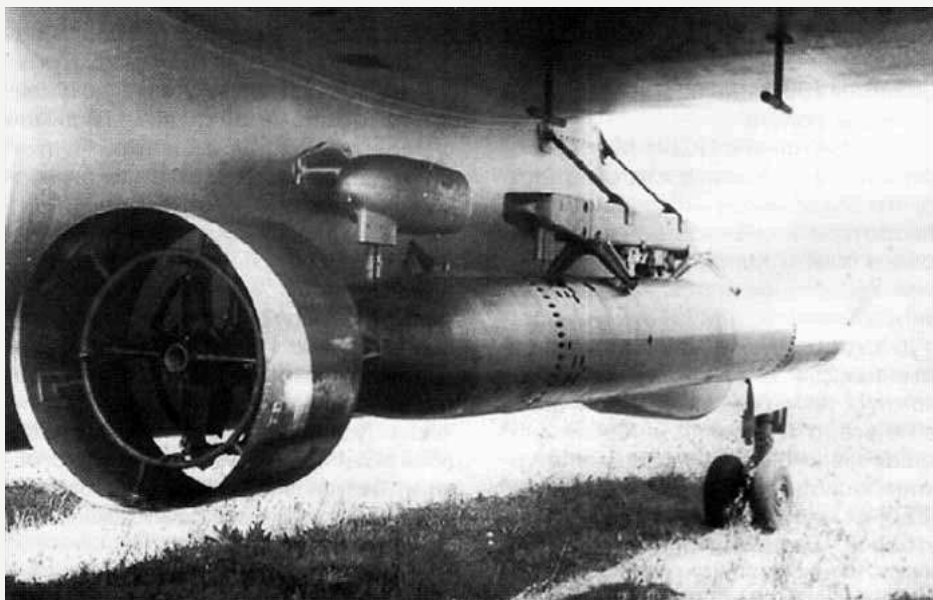
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45-56NT

DATA FOR 2011 (standard replenishment) 45-56NT

★★

Low-altitude air-launched anti-ship torpedo without parachute. The torpedo was developed by SKB-182 as a modification of the [45-36MAN](#) torpedo for jet aircraft with a gyroscopic roll control system in the air with a dive stabilizer in the nose of the torpedo. Chief designer - E.I. Grigoriev, general design - V.F. Shushpanov. Adopted into service in 1956. Carrier - [Il-28T](#).



Low-altitude torpedo-throwing torpedo 45-56NT on the Il-28T suspension (Artemyev A. Wings over the sea. // Aviation and Cosmonautics. No. 10 / 2006).

Author: [DIMMI](#)

Created: 18.01.2009 00:16:35

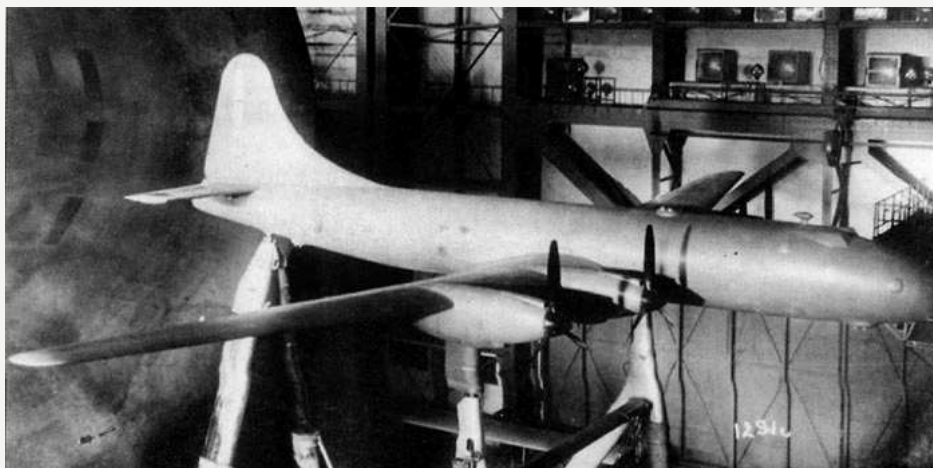
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Tu-64

DATA FOR 2011 (standard update)**Aircraft 64, Tu-64 / Tu-10**

★★★

Long-range bomber project. Development of a high-altitude long-range bomber with a pressurized cabin was started by OKB-156 of A.N. Tupolev in September 1943 (*Buttler, Gordon*). Chief Designer D.G. Markov. Aerodynamic configuration options for the aircraft were being selected, and models were being tested at TsAGI. Design work began in May 1944. In August 1944, Air Force requirements were adjusted to reduce the aircraft's altitude requirements. A full-scale mock-up of the aircraft was completed in September 1944. In February 1945, Air Force requirements were adjusted again - an operator of the aircraft's on-board radar was added to the crew. The mock-up was approved on April 27, 1945. The Air Force designation "Tu-10" was reserved for the aircraft. In mid-1945, the pilot production began preparing for the production of bomber prototypes, began manufacturing tooling for the aircraft, and began producing technical design drawings. Development was stopped due to the creation of a copy of the B-29 Superfortress - the [Tu-4](#) bomber . The official order of the USSR Ministry of Aviation Industry to stop development was issued on April 16, 1947 - simultaneously with the completion of the first Tu-4. All of the specified performance characteristics of the Tu-64 are design characteristics.



And a video-schmideo to boot
<https://youtu.be/kOcQ3ru4QUE> pa
 fa

[oldstaryi](#) 2017-10-31 20:43

Electronic warfare complex K

In principle, so much has been
 written about Khibiny that, thanks t
 some, it is not entirely...

[oldstaryi](#) 2017-10-31 20:37

Electronic warfare complex K

Photo of the piece of iron itself

[Sierra](#) 2016-09-18 16:10

Electronic warfare complex K

The material, of course, is not
 entirely appropriate, but it fits in wi
 the discussion here...

[osankin](#) 2014-09-09 12:05

Electronic warfare complex K

PPP Wrote: Moreover - you can't
 explain why they are suppressing
 Aegis radars at such a low...

[Artist](#) 2014-09-09 00:12

Electronic warfare complex K

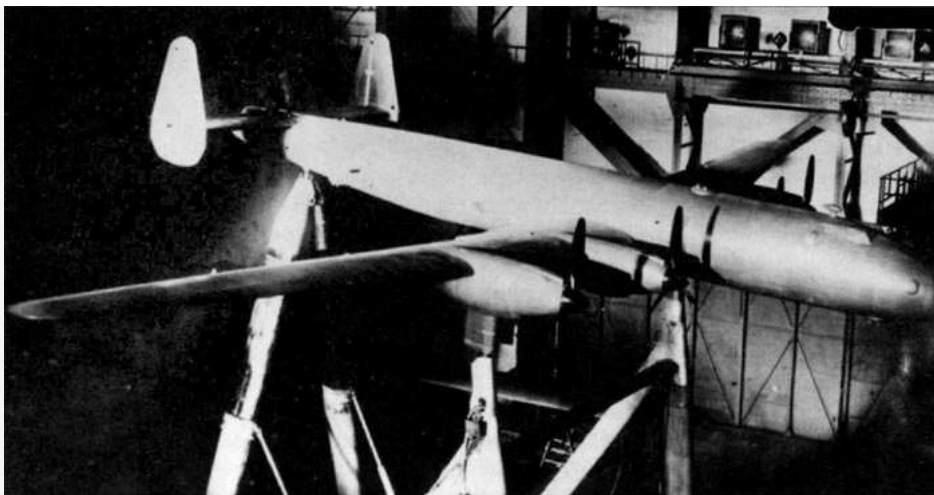
Max Wrote: Ok, thanks for the
 answer, frankly speaking, not a sin
 answer to those...

[Artist](#) 2014-09-08 23:43

Electronic warfare complex K

Max Wrote: data on the non-use o
 Khibiny ...There are general rules
 counteracting the means...

[PPP](#) 2014-09-05 18:28



Models of the "64" bomber layout for wind tunnel testing (Buttler Tony, Gordon Yefim. Soviet Secret Projects - Bombers since 1945. Midland Publishing, 2004, England).

Author: [DIMMI](#)

Created: 16.01.2009 00:18:26

Comments: 2

[READ THE FULL ARTICLE](#) →

Ka-15 - HEN

DATA AS OF 2011 (standard replenishment)

Ka-15 / "product B" - HEN

Ka-15M - HEN

★★★

Coaxial helicopter. Development of the world's first serial coaxial helicopter, the Ka-15 naval reconnaissance helicopter, was started on the basis of [the Ka-10](#) by OKB-2 at the Moscow Experimental Plant No. 3 under the supervision of N. I. Kamov. The order for the development and requirements for the helicopter were issued by the leadership of the USSR Navy after demonstration flights of [the Ka-10](#) experimental helicopter in 1950. Preliminary conceptual design began in August 1950, and development of the conceptual design began in the spring of 1951. The design of the helicopter, in accordance with the order of the USSR Council of Ministers dated 09.06.1951, was continued in the second half of 1951 by OKB-4 MAP (OKB-2 of N. I. Kamov, which moved to the territory of Plant No. 82 in Tushino). The draft design was presented to the customer in October 1951. At the end of 1951, a helicopter model was built and approved by the Navy commission.



Civil version of the Ka-15M (photo - A. Zinchuk, 2005, <http://walkarounds.airforce.ru>).

Author: [DIMMI](#)

Created: 20.03.2011 16:04:18

Comments: [6](#)[READ THE FULL ARTICLE ->](#)

Ka-10 / Ka-10M - HAT

DATA AS OF 2011 (standard replenishment)**Ka-10 - HAT****Ka-10M - HAT**

★★★★

Coaxial observation and communications helicopter. Development of the helicopter was started on the basis of the [Ka-8](#) by OKB-2 at the Moscow Experimental Plant No. 3 in Sokolniki (the future Kamov Design Bureau), Chief Designer - N.I. Kamov. The design bureau was organized in October 1948 to develop a coaxial reconnaissance helicopter ordered by the USSR Navy. After demonstration flights of the Ka-8, the USSR Navy leadership ordered a coaxial reconnaissance helicopter for basing on ships - the Ka-10 experimental helicopter. The Resolution of the USSR Council of Ministers on preparation for serial production of the [Ka-8](#) with further modifications was issued on November 29, 1948.

The first four Ka-10 prototypes were manufactured in factory conditions. One of the prototypes was used for 100-hour endurance tests. The Ka-10 made its maiden flight on August 30, 1949, piloted by M.D. Gurov. The tests were completed by pilot D.K. Efremov, who replaced M.D. Gurov, who died in 1949 (see below in the Chronology) during the tests of the helicopter. Before the start of state tests, 200 flights with a flight time of 25 hours were performed on the helicopters. State tests were conducted in October 1950 on two Ka-10 helicopters, test pilot - E.A. Gridyushko. The first landing of the Ka-10 on board the cruiser "Maksim Gorky" was made on December 7, 1950. In August 1951, a decision was made to build a series of 15 Ka-10M helicopters. The series of Ka-10M helicopters was built. The helicopters were consolidated into a special experimental squadron based on the Black Sea. After the test flights, the USSR Navy ordered a more load-lifting reconnaissance helicopter - [Ka-15](#).

Helicopter Ka-10M (<http://www.aviastar.org>).Author: [DIMMI](#)

Created: 20.03.2011 15:24:13

Comments: [2](#)[READ THE FULL ARTICLE ->](#)

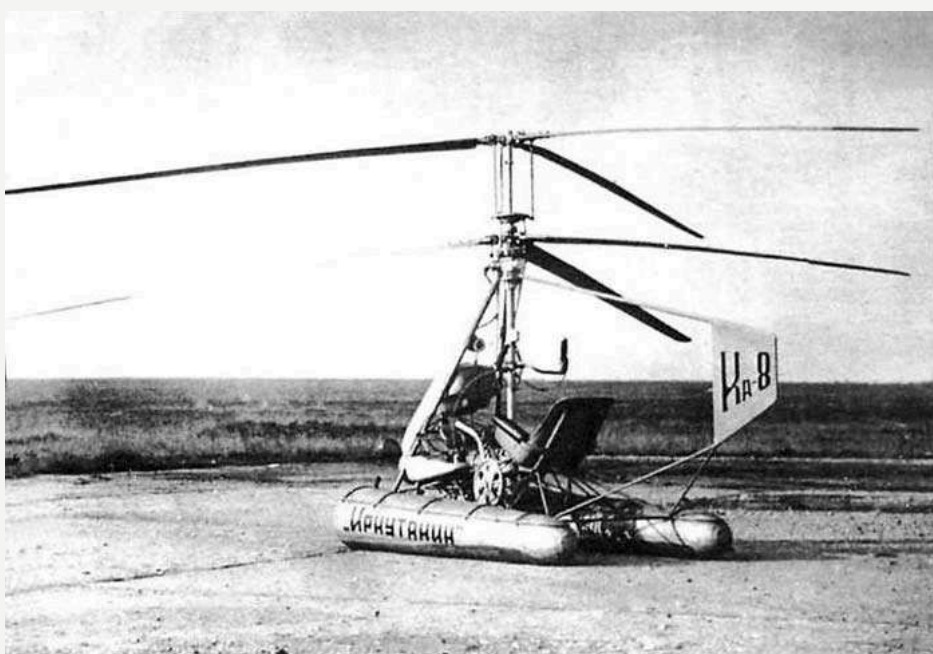
Ka-8

DATA AS OF 2011 (standard replenishment)**Ka-8 "Irkutsk"**

★★★★

An experimental coaxial helicopter. The development of an experimental helicopter was started by the Bureau of New Technology of TsAGI under the supervision of N.I. Kamov in 1946. The conceptual prototype for the helicopter was the project of the backpack helicopter H. Pentecost "Hoppicopter-100" (USA). Order of the USSR Ministry of Aviation Industry No.721 on the creation of the Ka-8 helicopter was issued on November 13, 1946. In the winter of 1946-1947, on behalf of the customer - the USSR Navy - Admiral I.S. Yumashev approved the tactical and technical requirements for the helicopter. The mechanical parts of the prototypes were manufactured at Plant No.156 of the A.N.Tupolev Design Bureau. The casting was made at VIAM. The blades were produced by the propeller plant, Moscow. The assembly was carried out at Plant No.456.

Helicopter testing began on the Khimki Reservoir in September 1947. The Ka-8 made its first free flight on October 12, 1947 in Khimki (according to other sources - November 12), pilot - M.D. Gurov. Tests to practice landing the helicopter on the platform were conducted in the spring and summer of 1948. By order of June 1, 1948, the Ministry of Aviation Industry stopped funding the creation of the helicopter, the amount of previously allocated funds was 2.5 million rubles, the amount required to complete the testing and modifications was 500,000 rubles. On July 25, 1948, during an air parade in Tushino, the helicopter took off from the back of a ZIS-150 truck and after a demonstration flight landed on the ground (and not back into the back of the truck, as some sources write). After the demonstration flights of the Ka-8, the leadership of the USSR Navy ordered a coaxial reconnaissance helicopter for deployment on ships - the experimental [Ka-10](#) helicopter. The USSR Council of Ministers issued a decree on preparation for serial production of the Ka-8 with further modifications on November 29, 1948. A total of 3 Ka-8 helicopters were built.



The Ka-8 "Irkutsk citizen" helicopter in its original form, Khimki Reservoir, September 27, 1947 (Soloviev A. Moscow "Irkutsk citizen". // Aviation and Time. No. 5 / 2005, <http://crimso.msk.ru>).

Author: [DIMMI](#)

Created: 20.03.2011 15:14:22

Comments: [1](#)

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PLAT-3

DATA AS OF 2011 (standard replenishment)

PLAT-3



Anti-submarine aircraft torpedo. Development was carried out by the Central Research Institute "Gidropribor" until 1968. Development is not complete.

Author: [DIMMI](#)

Created: 14.03.2011 23:25:46

Comments: [1](#)

[READ THE FULL ARTICLE →](#)

Hermes Complex / Hermes-A / Klevok-A / Hermes-K

DATA FOR 2011 (standard update)

Complex "Hermes" / "Hermes-S"

Complex "Hermes-A" / "Klevok-A"

Complex "Hermes-K"

Prospective aviation ATGM (as amended in 1997)



Antitank missile system for multiple purposes/multipurpose guided weapons system. Analysis of press publications as of 1996 allowed us to conclude that the development of a "promising airborne ATGM" was already underway at the Instrument-Making Design Bureau (hereinafter referred to as KBP, Tula) under the direction of A.G. Shipunov. Tests of the airborne version of the Hermes-A ATGM as part of the Ka-52 helicopter armament were completed in the summer of 2003. The Hermes-A ATGM is ready for serial production. On August 23, 2009, the head of the KBP delegation at the MAKS-2009 air show, Yuri Savenkov, announced that the helicopter version of the system would undergo flight tests in 2010 and would be accepted into service. Serial production for the needs of the Russian Ministry of Defense for arming Ka-52 and Mi-28N helicopters was planned to be launched in 2011-2012. It was also stated that in the future, the missiles of the Hermes complexes can be used with the Pantsir-S1 air defense missile system.



Launchers of the Hermes-A complex on the Ka-52 helicopter, MAKS-2007 (photo by Said Aminov, <http://pvo.guns.ru>).

Author: [DIMMI](#)

Created: 18.01.2009 01:55:08

Comments: [5](#)

[READ THE FULL ARTICLE →](#)

P-40 (AA-6 ACRID)

R-40 (prototype)

R-40R / R-40T (radar and IR mod.) products RD-46/TD-46 or 84 - AA-6 ACRID

R-40RD / R-40TD (radar and IR mod.) products RGD-46 / TGD-46 (modified) - AA-6 ACRID-M (ACRID-D)

R-40RD1 / R-40TD1

The missile was developed in OKB-4 M.R. Bisnovata. It was accepted into service as part of the MiG-25-40 air defense system in 1973. An improved modification (for the MiG-25PD) was accepted into service in 1978 (tested since 1975). It is used from the APU-84-46 launcher.



AA-6 under MiG-25P

Author: [DIMMI](#)

Created: 21.01.2009 23:47:54

Comments: [13](#)

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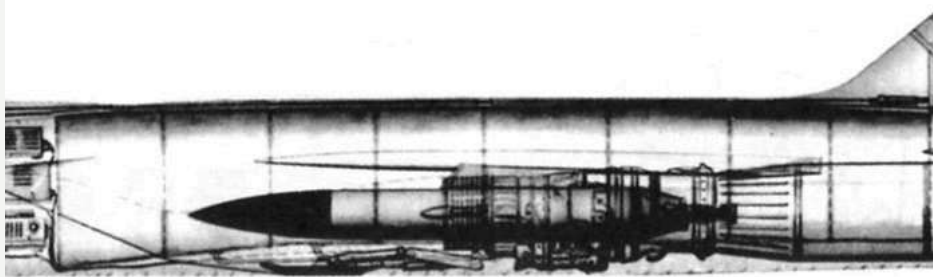
X-155 (project)

DATA AS OF 2010 (requires updating)

Kh-155



Air-to-air missile project for arming the E-155 interceptor of the S-155 interceptor complex. The project was developed at the preliminary design stage of the interceptor complex, probably since June 1958. It is possible that the missile was developed either in OKB-155 of Mikoyan and Gurevich or in OKB-4 of M.R. Bisnovat.



Sketch of the X-155 missile under the wing of one of the first variants of the E-155 interceptor layout (Yakubovich N.V., Multipurpose aircraft MiG-25. // Aviacollection. No. 5 / 2010).

Author: [DIMMI](#)

Created: 22,08,2010 21:50:56

Comments: [1](#)

[READ THE FULL ARTICLE →](#)

Airplane "150"

ADDITION REQUIRED (data for 1997)

Airplane "150"

Medium bomber of the S.M. Alekseev Design Bureau. Chief designer of the aircraft - Professor Brunolf Baade (Germany). R & D since the beginning of 1947. Tests began in May 1951. In the 16th flight on May 9, 1952, a catastrophe occurred, which led to the termination of funding for the tests and the closure of the topic.

Author: [DIMMI](#)

Created: 16,08,2009 22:46:13

Comments: [24](#)

[READ THE FULL ARTICLE →](#)

Aircraft "218" (project)

ADDITION REQUIRED (data for 1997)

Airplane "218"

Attack aircraft designed by S.M. Alekseev Design Bureau. R&D was conducted in 1948. The project was not implemented.

Author: [DIMMI](#)

Created: 16,08,2009 22:50:36

Comments: [1](#)

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T-4

DATA FOR 2009 (ILLUSTRATIONS, standard addition)

T-4 (product "100")



Aircraft 101 type T-4 during tests at the Flight Research Institute in Zhukovsky (1972)

Long-range supersonic bomber designed by P.O. Sukhoi Design Bureau (chief designer - N.S. Chernyakov). The development assignment (competition with A.N. Tupolev and A.S. Yakovlev Design Bureaus) was given in the fall of 1961. R & D work began in the spring of 1962 (USSR Government Resolution No. 1194-440 of 03.12.1963). In 1962, Lavochkin Design Bureau joined the design of the aircraft, and the side sections of the fuselage were manufactured at the Lavochkin Design Bureau's experimental production facility. December 1962 - Lavochkin Design Bureau plant was transferred to V.N. Chelomey, and Burevestnik Design Bureau and Tushino Machine-Building Plant joined the work on the T-4. More than 20 aircraft configurations were studied during the design process. In 1967-1969. On the flying laboratory "100L-1" based on the Su-9, 8 wing configurations were tested. The final configuration was determined by December 1965 (33rd version).

Author: [DIMMI](#)

Created: 04,09,2009 00:12:11

Comments: [8](#)

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Il-102

UPDATE, ILLUSTRATIONS (data for 1997)

Il-102

An experimental attack aircraft, a further development of the [Il-40](#) idea . R&D work on the Il-42 prototype began in 1967. The project was completed in 1970. Development of the Il-102 began in 1973. The decision to build two experimental aircraft was made in 1980. In May 1982, the program was closed by decision of Defense Minister D.F. Ustinov. The first flight under the name OES-1 ("Experimental Aircraft - 1") was on September 25, 1982 (pilot - S.G. Bliznyuk). Testing was completed in 1984 after 250 flights. It was first presented to the general public at the "Mosaeroshow-92".

Author: [DIMMI](#)

Created: 04,09,2009 00:40:31

Comments: [1](#)

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Yak-28 BREWER / BROUSSARD / FIREBAR / MAESTRO

UPDATE, ILLUSTRATIONS (data for 1997)

Yak-28 BREWER-A,B,C,D,E (formerly BROUSSARD) / FIREBAR / MAESTRO

Light frontline bomber. It was created on the basis of the Yak-26 in OKB-115 and is a continuation of the Yak-25 / Yak-27 family. The design of the Yak-129 prototype was completed in 1957. The first flight of the Yak-129 was on March 5, 1958 (pilot - V.M. Volkov). Serial production began in 1963 (until 1964 they were produced at the Saratov Aircraft Plant, since 1963 they were produced at the Irkutsk Aircraft Plant). The last aircraft was decommissioned in 1991 (Yak-28PP).

Author: [DIMMI](#)

Created: 21.08.2009 00:50:30

Comments: [13](#)

[READ THE FULL ARTICLE →](#)

Yak-26

ADDITION REQUIRED (data for 1997)

Yak-26

A small-scale supersonic bomber designed by OKB-115 A.S. Yakovlev. It was created on the basis of the Yak-25R to deliver the 8U49 "Natasha" tactical atomic bomb with a capacity of 30 kT and a mass of 1200 kg to the target. The first flight was in 1955. A total of 10 units were produced at the State Aircraft Plant No. 1 "Znamya Truda" (Moscow). The program was terminated due to the development of the Yak-28. NUR pods could be suspended on pylons under the wing. The aircraft turned out to be extremely unstable at high angles of attack.

Author: [DIMMI](#)

Created: 21.08.2009 00:32:31

Comments: [1](#)

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Tu-98 BACKFIN

ADDITION REQUIRED (data for 1997)

Tu-98 BACKFIN

An experimental supersonic bomber. In the West in the 1950s and 1960s it was identified as the "Yak-42". Developed by A.N. Tupolev's OKB-156 as a transitional model. It made its first flight in 1956.

Author: [DIMMI](#)

Created: 20.08.2009 22:47:47

Comments: [6](#)

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Il-54 BLOWLAMP

UPDATE, ILLUSTRATIONS (data for 1997)

Il-54 BLOWLAMP

Medium supersonic bomber. In the 1950s, it was identified in the West as the "Yak-140". R & D of the first design (2 x TRD-I engines, arranged like the Tu-16) - late 1952. R & D of the main design - from November 1953. First demonstration of the prototype (Il-149) at the Air Force exhibition - 1954. First flight of the prototype - April 3, 1955 (pilot V.K. Kokkinaki). A small series until 1957. Not accepted into service.

Author: [DIMMI](#)

Created: 20.08.2009 22:36:36

Comments: [6](#)

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Tu-91 BOOT

ADDITION REQUIRED (data for 1997)

Tu-91 "Tarzan" / "Bull" BOOT

Experimental attack aircraft of the A.N. Tupolev Design Bureau, created under the leadership of V.A. Chizhevsky. R&D since 1953. First flight - 1955.

Author: [DIMMI](#)

Created: 20.08.2009 22:27:02

Comments: [2](#)

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590



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